

HOPES TO BREAK BANK AT MONTE CARLO.



Baron Charles Caudre Boileau Killed Himself in English Railway Car.

GIRL FORCES PUBLIC APOLOGY FOR AN INSULTING LETTER.

Dentist of Paoli, Ind., Compelled to Read Aloud in the Presence of Indignant Townsfolk and an Angry Young Woman With a Horsewhip a Note He Had Written Her—Promised to Leave Town Within Twenty Days.

BARRICADED HIMSELF IN HIS OFFICE SEVEN HOURS.

Paoli, Ind., Jan. 3.—A sensational scene was enacted here today when a young woman, under threat of horsewhipping, compelled a dentist to publicly read an insulting letter she had written her and to make an apology to a large crowd which surrounded him and finally promised to leave town.

The man in the case is Doctor C. D. Driscoll, a man of family. The young woman is Miss Eva Miller, formerly a resident of Paoli, but now employed as clerk in a store in the hamlet of Seltico, a few miles north of Paoli, on the St. Louis Railway.

PUBLIC HEARING ON STREET WORK.

Plans for Establishment of West Pine and Lindell Boulevards Will Be Considered.

The Board of Public Improvements yesterday designated January 21 as the date for a second public hearing on proposed street improvements.

The board approved the plans of the World's Fair Company for straightening River des Peres in Forest Park, outside of the fair site, on condition that the city be given a bond for \$25,000 as protection against damages.

MAHAN TO ESCAPE CENSURE.

Navy Department Will Take No Action on Alleged Utterance.

Washington, Jan. 3.—No action will be taken by the Navy Department relative to the alleged utterance of Captain Mahan on the findings of the Schley Court of Inquiry.

INCREASE IN INSURANCE RATES.

Many Big Fires in 1901 Given as the Cause.

The large number of fires in St. Louis in 1901 is given by James A. Waterworth as the reason for an increase in fire insurance rates in St. Louis from 15 to 20 per cent.

GRANDSON OF BENTON TOOK HIS OWN LIFE.

Baron Charles Caudre Boileau Killed Himself in English Railway Car.

DISAPPOINTED IN BUSINESS.

His Mother Was a Daughter of the Famous Missourian and His Father Was a French Nobleman.

London, Jan. 3.—A verdict of suicide during temporary insanity was returned by a coroner's jury this morning in the case of Baron Charles Caudre Boileau, who was found shot in a railroad carriage at Loughborough Junction, Sunday.

Richard Horne, a lawyer, testified that the deceased was a French Baron, and the son of a former French Consul General in Canada and a daughter of Senator Thomas H. Benton of Missouri. The Baron had been depressed on account of business matters. He lived in Ireland, where he had a large estate.

Baron Boileau's father was formerly first secretary of the French Legation at Washington. He was appointed by Emperor Napoleon III, and held the additional office of Canadian Consul General.

While in Washington he married Senator Thomas H. Benton's daughter, thus becoming a brother-in-law of General Fremont. Later he was French Minister to Peru and married again. His widow is now living at Paris.

The suicide was the elder Baron Boileau's youngest son by his first marriage. The deceased had two brothers in America, the eldest, Baron Benton Boileau, who resided at New Orleans. This suicide was wealthy, but lately spent large sums in endeavoring to get the Ireland Parliament to permit English vessels to fish within the three-mile limit. With this end in view he was getting up a wealthy English syndicate.

LEARY DIED A REAR ADMIRAL.

Notice of Promotion Found After His Death.

Boston, Mass., Jan. 3.—Information from Washington shows that Captain Richard P. Leary, United States Navy, who died at Chelsea recently, died a Rear Admiral without honor. It was learned that it was a promotion which he had looked for, and it is said to have been the one thing which troubled him in his last moments.

MISS GOULD MAY VISIT CITY.

By Order of Her Physician She Will Make Tour of South.

Tarrytown, N. Y., Jan. 3.—Miss Helen M. Gould, by order of her physician, is to make an extended tour of the South. She will leave possibly on Wednesday or Thursday of next week, and will take with her a number of her secretaries, Doctor and Mrs. J. P. Mumford, and a party party her. Miss Gould has been a victim of insomnia and an ocean voyage was at first thought advisable. This plan has been changed and a Southern trip is substituted. It is not improbable that Miss Gould may visit St. Louis during her tour.

LEADING TOPICS TO-DAY'S REPUBLIC.

THE SUN RISES THIS MORNING AT 7:21 AND SETS THIS EVENING AT 4:34. THE MOON RISES THIS MORNING AT 2:41.

WEATHER INDICATIONS. For St. Louis and Vicinity—Colder weather, with surges of snow. For Missouri—Fair Saturday, Sunday, and Monday.

LEADING TOPICS TO-DAY'S REPUBLIC.

- 1. Mayor's Message About Street Cars. World's Fair Strongly Indorsed. 2. No Changes in the Odeon Music Entertainment. French Apathetic Toward World's Fair. Urges Alliance Against United States. 3. Tumult in House Over Kelly Bill. White House Debutante. 4. Hanna Appears to Have Best of Fight. East Side Firemen Save Four Lives. Castro Finds Little Sympathy. 5. General Sporting News. To-Day's Entries and Selections. 6. Illinois News of the Day. Neighborhood News. 7. Editorial. 8. Weekly Review of Books. Lived More Than Fourscore Years. 9. Attractive Street Costumes. Mystery of Hotel Tragedy Cleared. Tolls Car Crew Not to Quarrel. 10. New Departure in Y. M. C. A. Work. News of the City Churches. 11. Republic "Want" Advertisements. Births, Marriages and Deaths. 12. Rooms for Rent Advertisements. Plans for Gigantic Oil Reservoirs. The Sunday-School Lesson. 13. Summary of the St. Louis Markets. In the Chicago Grain Pit. Sellers of Securities Control Local Stocks. 14. Wall Street Yielded to Heavy Profit-Taking. Weekly Clearings of Banks. River Telegrams. 15. Nearly a Million More in Treasury. Trust Company Goes Into Liquidation. What Generally in Good Condition.

REEL WRECKED; FIREMEN INJURED.



Members of Engine Company No. 15 Who were injured in a collision with a street car at Fourth and Valentine streets.



Thomas Kelly, Assistant Foreman, and Michael Kane, Pipeman of Engine Company No. 15.

THREE FIREMEN HURT IN COLLISION.

Hose Wagon Strikes Fourth Street Car on Valentine Street With Disastrous Result.

Fourth and Valentine streets. Members of Engine Company No. 15 who were injured in a collision with a street car at Fourth and Valentine streets.

BOY IS SEVERELY BURNED.

Lies Under Hydrant and Turns on Water to Extinguish Fire.

With his clothing a mass of flames, 10-year-old Joseph Meyer last night ran from the second story of the house at No. 127 Lombard street to the yard and extinguished the fire by throwing himself in a water trough beneath a hydrant and turning on the water. The child's burns probably will cause his death.

DOCTORS FEAR FRACTURED SKULL WILL CAUSE ASSISTANT FOREMAN KELLY'S DEATH—HORSES DISABLED AND WAGON DEMOLISHED.

Victims of the collision. Thomas Kelly, assistant foreman of Engine Company No. 15, compound fracture of skull and internal injuries; serious; removed to City Hospital. George Ost, driver of hose wagon No. 15, severe scalp wound on left side of head and contusion on left knee; taken to his home, No. 2304 Keokuk street; not serious. Michael Kane, pipeman of Engine Company No. 15; contusions on the right thigh and cuts on the body; taken to his home, No. 1329 Eddis street; not serious.

"SITUATION IS RELIEVED."

Creditors Grant Extension of Time to Everett-Moore Syndicate.

Cleveland, O., Jan. 3.—"The situation is wonderfully relieved," said Chairman H. R. Newcomb of the Bankers' Committee that has charge of the affairs of the Everett-Moore syndicate, tonight.

LARGEST CHECK EVER DRAWN BY COLLECTOR GOOD FOR NEARLY ONE MILLION DOLLARS.

Advertisement for Mechanics National Bank, featuring a large check for \$800,000 drawn by Collector L. F. Hammer, Jr. The ad includes the bank's name, address, and the collector's signature.

MAYOR'S MESSAGE SAYS STREET CAR SERVICE IS INADEQUATE.

"Cars Are Being Operated in Violation of the Ordinances Under Which Franchises Have Been Granted Authorizing Them to Operate," Declares the Chief Executive.

MAYOR CRITICISES STREET-CAR SERVICE.

Declares It Inadequate in Message and Points Out Way to Improve Conditions.

URGES PROPER LEGISLATION.

Districting of City and Regulation of Schedules Suggested—Some of His Ideas Are Incorporated in Bill.

Executive Department, Mayor's Office, St. Louis, Jan. 3, 1902.—To the Honorable Municipal Assembly: Gentlemen—The street car service now operating in our city is inadequate and unsatisfactory. Cars are being operated in violation of the ordinances under which franchises have been granted authorizing their operation.

There have been a number of ordinances enacted under which the St. Louis Transit Company and the St. Louis and Suburban Railway Company are now operating. These ordinances are many in number, but in many instances difficult to comprehend, even after much study, and some are absolutely conflicting.

That the people of this city may be enabled clearly to understand their rights, and city and police officials be placed in position to more clearly and intelligently enforce the ordinances, I recommend to your honorable body that immediate action be taken, looking to the amendment of all street railway ordinances which may be found to require it, so that, by new legislation regulating street car traffic, the same may be uniform in their character, and therefore, brought within the ready comprehension of all.

I suggest that the following regulations be considered by your body:

First—That the city be subdivided into districts, and that the rate of speed in each district be regulated in accordance with the character of the district as to population, traffic, etc.

Second—That the interval of space, or time, on which cars shall run be clearly defined and regulated with a view to properly accommodating traffic at the hours when needed, and to being about equal uniformly on the different lines or divisions operating in the same districts or subdivisions.

Third—That in order to lessen the liability to accidents, operatives be required to bring the cars to a standstill at all crossings of intersecting tracks, and that this be done in such a manner as not to obstruct the intersecting street or crosswalk; and, wherever a street is paved, that cars be required to stop for the purpose of taking on or letting off passengers, at the near crossing instead of at the far crossing, as is now required by ordinance.

Fourth—That all cars be required to run from one terminal point of each line or division to the other terminal point thereof, without requiring passengers to transfer there such points; and that all cars be provided with suitable signs to clearly indicate, by day and night, their destination.

Fifth—That cars be properly ventilated and kept in cleanly condition, for obvious sanitary reasons.

Sixth—Since many of the duties of these public carriers are now merely of a contractual character, no penalties at present being attached for nonobservance, I also recommend that stringent fines be provided for failure to comply with existing regulations, regarding which no such result now follows, and for noncompliance with the proposed regulations.

These accommodations now offered people of this city in street car service are of such an unsatisfactory character that I feel an emergency exists, and in consequence I would further suggest to your honorable body, in order that a plan of action and a remedy may be arrived at as speedily as possible, of such a nature as will be most thorough and complete, both from a local and practical standpoint, that an appropriation be made for the purpose of employing the best available local talent to assist the Law Department of the city and your respective Railway committees in formulating a bill, having for its object the amendment of existing street railway ordinances, and the prosecution of violations thereof.

At the same time, gentlemen, I recommend and trust that all legislation upon the various topics thus touched on will be conservative and on careful reflection and with due deliberation. Nothing should be done which may have the color of vindictiveness or partiality. I am sure the people of St. Louis have no prejudice or malice, but will toward our street railway companies—they have merely become impatient. Not long since they were proud to boast that our car service was the best in the country, and will hail the day when they can repeat that boast. By wise action on your part and cooperation on the part of the companies, this can be easily brought about, and the feeling of confidence between the corporations, their employees and their patrons be fully restored.

Respectfully,
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